



PATENT

UNITED STATES PATENT AND TRADEMARK OFFICE
(Honeywell No. H0003115; MBHB Case No. 01-260-A)

In the Application of:

James P. Conner

Serial No. 09/995,120

Filed: November 27, 2001

For: EMERGENCY FLIGHT CONTROL
SYSTEM

Examiner: Unassigned

Art Unit: Unassigned

TRANSMITTAL LETTER

Commissioner for Patents
Washington, D.C. 20231

Dear Sir:

1. We are transmitting herewith the attached papers for the above-identified patent application:
 - ☒ Applicant's Statement In Support Of Petition To Make Special Under 37 C.F.R. § 1.102: Application Relating To Countering Terrorism;
 - ☒ Petition To Make Special Under 37 C.F.R. § 1.102: Application Relating To Countering Terrorism; and
 - ☒ Return Postcard
2. A check in the amount of \$130.00.
3. **GENERAL AUTHORIZATION TO CHARGE OR CREDIT FEES:** Please charge any additional fees or credit overpayment to Deposit Account No. 13-2490. A duplicate copy of this sheet is enclosed.
4. **CERTIFICATE OF MAILING UNDER 37 CFR § 1.10:** The undersigned hereby certifies that this Transmittal Letter and the papers, as described in paragraph 1, are being deposited with the United States Postal Service as "Express Mail Post Office to Addressee" in an envelope addressed to: Commissioner for Patents, Washington, D.C. 20231, on this 17 day of December 2001.

Respectfully submitted,

Edward K. Runyan
Registration No. 43,067

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PETITION TO MAKE SPECIAL UNDER 37 C.F.R. § 1.102:
APPLICATION RELATING TO COUNTERING TERRORISM

Commissioner for Patents
Washington, D.C. 20231

ATTN: Special Program Examiner, TC

Dear Sir:

1. This is a petition requesting special status under 37 C.F.R. § 1.102(d) for an application relating to an invention for countering terrorism as defined in 18 U.S.C. § 2331.

2. Accompanying this petition are:

- (a) a statement explaining how the invention contributes to countering terrorism (appended statement of Edward Runyan, attorney for applicant); and
- (b) the petition fee specified under 37 C.F.R. § 1.17(h).

3. Please charge any underpayment or credit any overpayment our Deposit Account, No. 13-2490. A duplicate copy of this correspondence is enclosed for that purpose.

4. CERTIFICATE OF MAILING UNDER 37 CFR § 1.8: The undersigned hereby certifies that this Transmittal Letter and the paper, as described above, are being deposited with the

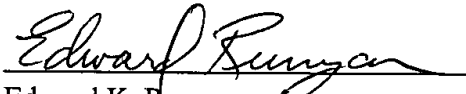
01/25/2002 DTESSEM1 00000073 09995120

01 FQ 182 130.00 OP
Hatch, Conner, Boehnen, Hulbert & Berghoff, LLP
300 South Wacker Drive
Chicago, IL 60606
(312)913-0001

United States Postal Service with sufficient postage as express mail in an envelope addressed to the Commissioner for Patents, Box Patent Application, Washington, D.C. 20231 on the date indicated below.

Respectfully submitted,

Date: Dec. 17, 2001


Edward K. Runyan
Registration No. 43,067

**McDonnell Boehnen
Hulbert & Berghoff, Ltd.**
300 South Wacker Drive
Chicago, IL 60606

Telephone: 312-913-0001
Facsimile: 312-913-0002

Pet. Make Special



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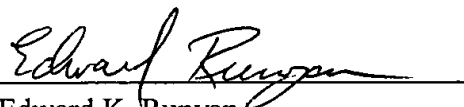
**APPLICANT'S STATEMENT IN SUPPORT OF PETITION TO MAKE SPECIAL
UNDER 37 C.F.R. § 1.102: APPLICATION RELATING TO COUNTERING TERRORISM**

The above-referenced invention contributes to countering terrorism as defined in 18 U.S.C. § 2331 by preventing the completion of an aircraft hijacking where the hijacking is designed to alter the proper or planned destination of an aircraft. Generally, the invention provides a method and system for preventing control of an aircraft from the cockpit. In an exemplary embodiment, the system could be triggered internally or externally. For example, an air traffic control (ATC) station could determine that the aircraft has deviated from its planned flight path. If personnel or equipment at the ATC station decide that the deviation is not attributable to the actions of the authorized flight crew, the personnel or equipment can transmit a signal to the aircraft that disables all of the normal cockpit flight controls of the aircraft. Once normal flight controls are disabled, the aircraft may execute a preprogrammed emergency flight plan via its autopilot system, with or without the use of a flight management system (FMS).

The emergency flight plan could cause the aircraft to fly to a sparsely populated area and enter a holding pattern, or it could cause the aircraft to land in a sparsely populated area or at an airport using an autoland system.

Respectfully submitted,

Date: Dec. 17, 2001


Edward K. Runyan
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Attorney for Applicant

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